

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-19. (Cancelled)

20. (Currently amended) A control system for an automotive vehicle having a first clutch mounted between an engine and a gear drive transmission, for connecting or disconnecting torque transmitted from the engine to driving wheels, and torque transmission disposed between an input shaft and an output shaft of the gear drive transmission, wherein said torque transmission is of the dog clutch type, and wherein said first clutch is controlled at starting the vehicle or at gear shifting thereby to continuously increase a transmission torque of said first clutch to said input shaft of said gear drive transmission, said control system comprising:

a driver's will-detecting means for detecting a driver's action;

a creep control decision means for deciding whether or not creep torque generation should be discontinued when a vehicle running state is detected to be at a predetermined state; and

a creep torque generating means for generating creep torque,

wherein when said driver's will-detecting means detects ~~that~~ a brake release action is released, said first clutch starts to enter a creeping state, and a slipping-engagement of said first clutch causes said torque from the engine to be

transmitted to generate a creep torque to ~~let~~ allow the vehicle move, and when said creep control decision means decides that creep torque generation should be discontinued during said creeping state, said creep torque generating means releases the slipping engagement of the first clutch to discontinue the generation of creep torque without ~~driver intervention~~, and a throttle angle of the vehicle is controlled to be gradually changed to a desired value upon release of the engagement of said first clutch.

21. (Cancelled)

22. (Currently amended) A control system according to Claim 20, wherein after the vehicle has started to run by said creep torque generating means, when said driver's will-detecting means detects a ~~braking~~ brake engaging action, said creep torque generating means releases the slipping-engagement of said first clutch to release the generation of creep torque.

23. (Previously presented) A control system according to Claim 20, wherein said driver's will-detecting means detects brake releasing by a brake pedal switch.

24. (Previously presented) A control system according to Claim 20, wherein said driver's will-detecting means is adapted to detect brake releasing by a pressure of a brake cylinder.

25. (Previously presented) A control system according to Claim 20, wherein said driver's will-detecting means detects brake releasing by a brake pedal pressure sensor.

26. (Previously presented) A control system according to Claim 20, wherein said creep control decision means occurs when a vehicle speed is equal to or higher than a specified value.

27. (Previously presented) A control system according to Claim 20, wherein said creep control decision means occurs when one or more of said transmission torque of said first clutch, hydraulic pressure, position and an electric current of said first clutch have reached specified values.

28. (Previously presented) A control system according to Claim 20, wherein said creep control decision means occurs when the duration of the slipping-engagement state of said first clutch has reached a specified length of time.